

The Hongkong Telegraph.

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號九初月十年二一

THURSDAY, NOVEMBER 10, 1910.

四拜禮

號十月一十英曆

356 THE ARCADE
SINGAPORE CORN LANE

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS \$15,000,000

INTEREST ALLOWED ON CURRENT ACCOUNTS AT THE RATE OF 5 PER CENT. PER ANNUM.

ON FIXED DEPOSITS: 3 months, 4 per cent. per annum.

6 months, 5 per cent. per annum.

12 months, 6 per cent. per annum.

On Current Account at the rate of 5 per cent. per annum on the daily balance.

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Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, whose name may be obtained on application.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI: DELTA, Capt. B. W. H. Snow, 10th Nov. Freight and Passage.

FOR LONDON, &c., via usual Ports: ARCADIA, Capt. S. B. B. Snow, 12th Nov. Freight and Passage.

FOR LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES: Capt. W. H. S. Hall, 16th Nov. Freight and Passage.

FOR SHANGHAI, MOI, KOBE (SOMALI) and YOKOHAMA: Capt. A. G. Cobitt, R.N.R., 18th Nov. Freight and Passage.

For Further Particulars, apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 10th November, 1910.

Intimations.

LANE, CRAWFORD & CO.

TYPEWRITERS.

SAVE 30 per cent.

BY USING

GRADYIZED REBUILT TYPEWRITERS.

OLIVER No. 3 - \$165
OLIVER No. 5 - \$220
REMINGTON No. 7 - \$175
MONARCH No. 2 - \$240

CALL AND SEE THEM.

LANE, CRAWFORD & CO.

KUPPER

PILSENER BEER.

THE LONG BOTTLE WITH THE LONGEST REPUTATION.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

Established 1864.

Hongkong, 24th October, 1910.

Hotels.

WEISMANN'S BREAD.

ABSOLUTELY PURE AND WHOLESOME

Hongkong, 22nd October, 1910.

HOTEL CRAIGIEBURN.

PIPER'S GAY, the PALACE, near the TRAM TERMINUS Tel. 57.

For Terms, &c., apply to the

MANAGER.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 7th November, 8.00 A.M. HONGKONG, 8.00 A.M. HONAN, 10.00 P.M. KINSHAN, 5.15 P.M. FATHAN.

CANTON TO HONGKONG: THURSDAY, 10th November, 8.00 A.M. HONGKONG, 8.00 A.M. HONAN, 10.00 P.M. KINSHAN, 5.15 P.M. FATHAN.

HONGKONG TO CANTON: TUESDAY, 8th November, 8.00 A.M. HONGKONG, 8.00 A.M. HONAN, 10.00 P.M. KINSHAN, 5.15 P.M. FATHAN.

CANTON TO HONGKONG: FRIDAY, 12th November, 8.00 A.M. HONGKONG, 8.00 A.M. HONAN, 10.00 P.M. KINSHAN, 5.15 P.M. FATHAN.

HONGKONG TO CANTON: WEDNESDAY, 9th November, 8.00 A.M. HONGKONG, 8.00 A.M. HONAN, 10.00 P.M. KINSHAN, 5.15 P.M. FATHAN.

CANTON TO HONGKONG: SATURDAY, 13th November, 8.00 A.M. HONGKONG, 8.00 A.M. HONAN, 10.00 P.M. KINSHAN, 5.15 P.M. FATHAN.

HONGKONG TO CANTON: SUNDAY, 14th November, 8.00 A.M. HONGKONG, 8.00 A.M. HONAN, 10.00 P.M. KINSHAN, 5.15 P.M. FATHAN.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloons and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI", 1,365 Tons and "SUI-AN", 1,365 Tons.

Departures from Hongkong to Macao on week days at 3 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSIONS TO MACAO.

On SUNDAY, the 13th NOVEMBER, 1910.

The Company's Steamship "SUI-AN",

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 4 P.M.

FARES: 1st Class Return \$1, Single \$1.00, and 2nd Class Return \$1.00, Single 50 cts.

N.B.—The Company will also run a steamer from Macao to Sunday morning at 7.30 A.M. and from Hongkong at 2 P.M. from the Company's Wing Lok Street Wharf.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG", 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 9 P.M.

CANTON-WUHOW LINE.

S.S. "SAINAM", 154 Tons and "WANNING", 154 Tons.

One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M.

Round trips take about 1 day. Passengers can return to Hongkong or Vice Versa by the Company's direct steamer "LIGAT" (S.S. "SAINAM", 154 Tons) (These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.)

Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS, (FIRST FLOOR), Opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

ASTOR HOUSE

(

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL ON
Kobe and YOKOHAMA	"PRINCE SIGISMUND" Capt. D. Lenz (T. 5,000)	About TUESDAY, 15th November.
NAPLES, GENOA, AIGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCESS ALICE" Capt. F. Grosch (T. 20,500)	WEDNESDAY, 16th Nov., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"KLEIST" (T. 17,000) Capt. O. Patzke	About WEDNESDAY, 16th November.
KUDAT and SANDAKAN	"BORNEO" (T. 5,050) Capt. F. Semblitt	End of November.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINCE SIGISMUND" Capt. D. Lenz (T. 5,000)	SATURDAY, 3rd Dec., Daylight.

All the steamers of the European Line are fitted with Wireless Telegraphic New System of Telephones.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hong Kong, 7th November, 1910.

Intimations.

JAPANESE CURIOS.

DO NOT LOSE YOUR CHANCE TO GET THEM

AT

DAIBUTSU'S

ANNUAL CLEARANCE SALE.

FOR 15 DAYS ONLY.

GENUINE & WONDERFUL REDUCTIONS
ON OUR LARGE VARIETY

OF

JAPANESE GOODS

SUITABLE FOR

XMAS PRESENTS.

Come Early to have your Choice.

DAIBUTSU & CO.

CORNER STORE, ARSENAL STREET & QUEEN'S ROAD EAST
Hong Kong, 3rd November, 1910.

SPECIAL FOR
FANCY DRESS
BALL.

A SPLENDID ASSORTMENT OF THE LATEST
UP-TO-DATE STYLES OF
LADIES' BALL DRESS
NETS.

CALL AND INSPECT BEFORE BUYING
ELSEWHERE.

HOOSAIN-ALI & CO.,

14, QUEEN'S ROAD CENTRAL,
Corner of Zeland Street.
Hong Kong, 1st November, 1910.

KWONG FUNG YUEN,

HEAD OFFICE—No. 85, Des Voeux Road West.
TIMBER YARDS—Kowloon Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND

GENERAL CONTRACTORS

H.B.M. Naval and Military
Authorities.

HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yew, Hardwood, Oregon Spar,
Shishu Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.

Best Terms
Quick Delivery

LEUNG TAI,

Managing Director.

Hong Kong, 1st January, 1911.

OSMAN &
CASUM,

1 & 3, D'ARQUILLAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application,
Quotations Port Orders carefully
considered

Hong Kong, 6th September, 1910.

LAU PING KEE,

DEALER IN
USED POSTAGE STAMPS
AND
PICTORIAL POST CARDS.

HAS also a Large Assortment of XMAS
and NEW YEAR CARDS in stock.
Prices Moderate.

MONEY CHANGER.

No. 10, Queen's Road Central,
Hong Kong, 3rd November, 1910.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and
Watkin's.

DRY DOCK DEPARTMENT—Telephones: Nos. 376, 508, or 681.

No. 1 DOCK.

Docking Length.....515 ft.
Width of Entrance... 80 "
Water on Blocks..... 28 "

No. 2 DOCK.

Docking Length.....376 ft.
Width of Entrance... 50 "
Water on Blocks..... 26 "

No. 3 DOCK.

Docking Length.....481 ft.
Width of Entrance... 65 "
Water on Blocks..... 21.5 "

Mooring basin 600 feet x 100 feet x 15 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including
tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons,
pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters
constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 533, or 575, Customs Branch Office 139, Takashimacho
Office 291, or 303, Irihachio Office 235.

106 buildings, principally of brick and steel, 358 entrances, 13 buildings are private
bonded warehouses. Floor area 73,513 square yards or 15,155 acres. Direct water frontage of
2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers dis-
charging direct into warehouses. Railway siding with direct connection to the Government
railways. Use of 45 ton derrick, tug, launches, etc. Customhouse brokerage and insurance
undertaken. Rates moderate.

Yokohama, October 18th, 1910.



FREE TRIAL.

TRY THE

ROYAL STANDARD
TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 483 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE
DEPOT

69, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.

General Managers,
Hong Kong, 24th Nov. 1910.

SAMURAI.

JAPANESE CURIOS.

CHEAP
CLEARANCE SALE
1ST TO 14TH NOVEMBER."XMAS PRESENTS."
BARGAINS, BARGAINS.

No. 9, D'ARQUILLAR STREET,
HONGKONG.
Hong Kong, 3rd November, 1910.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
Etc., Etc., Etc.

Sole Agents for
FERGUSON'S SPECIAL ORNAM
and
F & O. SPECIAL LIQUOR SOOTHY
WHISKY, &c.

ALWAYS IN STOCK
AT
REASONABLE PRICES.

EVERY KIND OF
SHIPS STORES AND REQUISITES
Wholesale and Retail.

THE BRITISH-FOREIGN IMPORT &
EXPORT COMPANY, Central Build-
ings, Liverpool, England, is prepared to
receive Consignments of Local Produce on
best terms.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1911, the
rates of Subscription to the *Hong Kong
Telegraph* (daily and weekly issues) will be as
follows:—
DAILY—\$35 per annum.
WEEKLY—\$15 per annum.

The rates per quarter and per annum, pro-
portional. Subscriptions for any period less
than one month will be charged as for a full
month.

The daily issue is delivered free when the
address is accessible to messengers. Peak
subscriptions can have their copies delivered
at their residences without any extra charge.
On copies sent by post an additional \$1.50
per quarter is charged for postage.
The postage on the weekly issue to any part
of the world is 30 cents per quarter.
Single Copies, Daily, 10c; Weekly, 25c.
Twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary
subscriptions at any time.

By Order,
THE MANAGER,
Hong Kong Telegraph Co., Ltd.
Hong Kong, 3rd November 1910.

BOXER TRICKS.

In England, says a writer in the *Arden*, it is
customary for strict silence to be preserved in
the ring, and the audience repress their feelings
as much as possible. It is quite another matter
in America and the Colonies. The spectators
there shout and yell the house down, and the
combatants themselves endeavour to irritate
one another as much as possible, by taunts and
jests, and their attendants not infrequently join
in, as witness Corbett's efforts to exasperate
Johnson at Rye. Tommy Burns has always
been a "rest hand at backtalk," and he really
won his fight at Colma, with Squire, with his
jaw. He more than "met his match," however,
in Jack Johnson at Sydney, for "Lil' Artha" is
absolutely without a rival at that game. It is
impossible to rattle him, and his wit and quick
as well. Another past master at talk tactics is
Battling Nelson. Another favourite dodge is
to delay getting ready for an unduly long time,
after your opponent is prepared and waiting.
The suspense and inaction is very nerve rack-
ing to an anxious fighter. Tommy Burns had
Gunner Moe worried to death before they
began, by arguing about the stakes, and whether
the count was to be allowed or not, and so on.
Also, when I described Langford's fight with
Hague, I mentioned how Sam-buthers the
Yorkshireman over his bandages. There is an
absurd custom that obtains amongst British
Boxers of walking round one another after the
fight has gone and before they begin and then
starting from the corner opposite to their own.
It is a sort of "trotting to partners" movement,
and when pitted against an American or
other country boxer, an Englishman who
adopts it is at a serious disadvantage. The
American jumps from his corner at the sound
of the gong, straight for the man. Three years
ago Jack Goldswain was taught a lesson by
Harry Lewis. At the bell, Lewis went straight
from his corner, and caught Goldswain, stand-
ing quite unprepared, and rubbing his feet in
the roses! Harry landed Jack in the month,
and sent him down for nine, to be subsequently
knocked out, never having really had his guard
up properly. There are many other tricks,
mainly connected with clinches, and unless a
fighter is familiar with them all, he has a poor
chance with his better instructed adversary.
All these dodges form part of the experience
and finger-flick, which make it so absurd for
novices to hope to have any chance against
seasoned veterans.

THE ISARITSA'S CURE.

ORIGINALLY IMPROVED HEALTH SINCE HER
ARRIVAL AT FRIEDBERG.

The Tsaritsa's cure at Neuchâtel will be
prolonged, as it is evidently benefiting her.
She is looking and feeling much better than
when she arrived at Friedberg; in fact, so well
that it is difficult to believe her health is affect-
ed, says a wire from Frankfurt dated Septem-
ber 25. Her Majesty now takes the baths on
two consecutive days, only resting on the third.
She began with the plain thermal water, and will
soon, it is hoped, be able to stand the Neuchâtel
speciality, baths in which water, direct from
one spring, continues flowing and bubbling
through the bath all the time the bath is in it.
The attendants on the Tsaritsa are, besides
her own waiting-women, two experienced
Neuchâtel bath-women, one of whom was also
in attendance on the late Empress Elisabeth
of Austria when she took the cure there 10
years ago. Princess Tsjuna, the Tsaritsa's
thirteen-year-old daughter, bathes in a special
room at the same time as her mother, and
keeps up a continual chatter all the time she is
in the bubbling water, which affords her great
pleasure. Each of the "royal baths" consists
of four small rooms—ante-room, dressing-room,
attendant's room, and bath proper—and, when
not occupied by royalties, may be hired by any-
one willing to pay a sovereign for one bath.
As the baths are State property, the Treasury
authorities of the Grand Duchy of "Saxony" are
sitting into consideration the question of head-
ing in a bill to the Tsar for the use of them
when he leaves Friedberg.

Public Company

THE CHINESE ENGINEERING AND
MINING CO., LIMITED.

NOTICE

A FINAL DIVIDEND OF ONE SHIL-
LING AND SIX PENCE per Share, free
of tax, has been declared by the Directors of
the above Company, making a total of 15 per
cent for the year ending 31st February, 1910.
COUPON No. 15 is payable on 20th Novem-
ber, at the Chartered Bank of India, Australia
& China, and the Russo-Chinese Bank at
Tientsin and Shanghai.

J. S. DOBLE,

Agents.

Hong Kong, 2nd November, 1910.

Intimations.

LEE YEE

HAIR DRESSING SALOON
HAS ALWAYS ON HAND
CIGARS, CIGARETTES

TOILET REQUISITES

FOR SALE
11, D'ARQUILLAR STREET,
HONGKONG.
Telephone, 3rd September, 1910.

HUNG ON & CO.

SHOW ROOM AND STORE
at the premises formerly occupied by
A. CHEN & CO.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERS AND
FURNITURE
IMPORTERS AND DEALERS.

(PROCKERY, Cutlery, Electro and Silver
Ware, Glass, and Iron Ware of all
descriptions, always on hand for sale or re-
pair to meet the requirements of the
public.)
Hong Kong, 1st November, 1910.

WEATHER FORECAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast in front of the Water Police Station, at
Tsim Sha Teui for the information of masters
of vessels leaving the port. They do not
necessarily imply that bad weather is expected
here:—
Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signal, indicates that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such
positions or are moving in such directions that
information regarding them is considered to
be of importance to the Colony or to shipping
leaving the harbour.

These signals are repeated at the Harbour
Office, H.M.S. Tamar, Green Island Signal
Mast, and the Flagstaff on the premises of the
Hongkong and Kowloon Wharf and Godown
Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected
that the wind may increase to full typhoon
force at any moment, the following Urgent
Signal will be made at the Water Police
Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS
OF TEN SECONDS.
A Black Cross will be hoisted at the same
time, superior to other shapes.

NIGHT SIGNAL.

The following Night Signals will be exhib-
ited from the Flagstaff on the roof of the Water
Police Station at Kowloon, the Harbour Office
Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green,
indicates that a typhoon is believed to be
situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green,
indicates that a typhoon is believed to be
situated less than 300 miles from the Colony.

III. Three Lights, a Red, a Red Green Red,
indicates that the wind may be expected to
increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the
Explosive Bombs, as above, in the event of the
information conveyed by this signal being dis-
puted by night.

These Night Signals will be substituted for
the Day Signals at sunset, and will, when
necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing
Ocean Vessels, a Cone will be exhibited at
each of the following stations during the time
that any of the above Day Signals are hoisted
in the Harbour:

Gap Rock.	Abandon.
Waglan.	See Ki Wan.
Stanley.	See Ki Wan.
Gap Colosseum.	See Tai Kok.
	Tai Po.

This will indicate that there is a depression
somewhere in the China Sea, and that a Storm
Warning is hoisted in the Harbour.

Further details can always be given to Ocean
Vessels, on demand, by signal from the "Red"
house.
J. S. DOBLE,
17, Queen's Road Central,
Hong Kong, 1st November, 1910.

Intimation.

Wm. Powell, Ltd.,

CENTS' OUTFITTERS

SPECIALISTS

IN EVENING

WEAR

COURT

SHOES

OXFORD

SHOES

DRESS

SHOES

PATENT

BOOTS

IN

SMART

SHAPES

Soft and Stiff

Dress Shirts

DRESS GLOVES

DRESS TIES

DRESS SOCKS

ETC., ETC., ETC.

Wm. Powell, Ltd.,

28, Queen's Road.

Opposite Clock Tower.

To Let.

TO LET.
ON or about 1st January next, SHOP No. 30, QUEEN'S ROAD CENTRAL.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 9th November, 1910. (704)

TO LET.
A HOUSE in KNOTSFORD TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 11th November, 1910. (701)

TO LET.
21, CONDUIT RD., CLIFTON GARDENS.
A 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.
GODOWNS, 151 to 155, PRAYA EAST.
OFFICES, No. 2, CONRAD ROAD, 2nd Floor.
A HOUSE in WONG-KEI-KONG ROAD O. VIGGS in YORK BUILDING.
No. 10, DES VIKUX ROAD CENTRAL, 1st Floor.
SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Tram stop at the door.
Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 9th November, 1910. (55)

TO LET.
GODOWN No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st July, 1910. (5)

Consignees

"SHIRE" LINE OF STEAMERS, LIMITED.
NOTICE TO CONSIGNEES.
FROM EUROPE.

THE Steamship
"BRECONSHIRE,"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
Goods not cleared by the 14th instant, at 9 P.M. will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on SATURDAY, 12th Nov., at 10 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 7th November, 1910. (695)

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO AND STRAITS.
THE Company's Steamship
"MISHIMA MARU,"
having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.
Goods not cleared by the 15th November, will be subject to rent.
No Fire Insurance has been effected.
Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
NIPPON YUSEN KAISHA.
Hongkong, 9th November, 1910. (5)

FROM EUROPE.
THE H. A. L. Steamship
"WESTPHALIA,"
Captain Bach, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 5 P.M.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by the Undersigned.
HAMBURG-AMERICA LINE.
Hongkong, 9th November, 1910. (5)

THE FALL OF THE PORTUGUESE MONARCHY.

VESSEL THAT STEAMED INTO MOUTH OF REVOLUTION.

VIVID NARRATIVE BY PASSENGERS.

The following realistic account of the trouble in Portugal was sent from "outstation to the Morning Leader" by its Special Correspondent:—
I boarded the Hamburg-American boat *Cap Blanco* in Southampton Water to-night, and met the first crowd of Lisbon passengers who had witnessed the revolution.

A sinking narrative was given me by Julian Price, an American coal merchant, on the way to Cardiff.

"The sight to me was a dream," he said, "or rather a midday nightmare. We arrived in the Tago about ten o'clock on Tuesday morning. All was quiet. As we passed a Brazilian cruiser, a Portuguese standing by me hailed someone on board the cruiser. 'Is all well?' he cried. The Brazilian yelled: 'All is wrong there, and if you go in—' he shouted with a slight accent of his hand across his throat. 'We couldn't understand at all until we suddenly saw two cruisers, a big one and a little one, steam across our bows. Then the big one opened fire at the Queen's palace, and shells screamed over the water. None of us on board could believe that we were suddenly a living slap into a bloody revolution.'

SCREAMING OF THE SHELLS.
As the shells screamed it was still a dream to me. I watched through the smoke the buildings of the town, particularly the Queen's palace. Underneath it was a little chapel, with a cupola. The guns were trained on this fine mark, and though the shooting was wide and extraordinarily erratic, the cupola gradually fell drunkenly in a cloud of smoke. The royal flag was flying over the palace, and one of the first shots in the revolution struck it, so it seemed to me, for it fell on the roof, and I saw through my glasses the tiny figure of a man crawling across the roof. He picked up the flag, wrapped it around the waist, and shaking his fist at the roaring cruiser in the river, disappeared from view.

Bravado after bravado roared from the big cruiser, and then at a signal from her the smaller one swept round and opened fire. The walls of the Queen's palace were beginning to crumble, and the red dust rose in clouds. The little devil—the smaller cruiser—seemed to be putting in better practice than her big companion. I saw the Dom Carlos in the harbour inactive and still, like a painted ship upon a painted ocean. 'Why in hell, said I, 'doesn't that big ship have a cut in one way or another, and then I was assured the hadn't a soul on board. The drum went on. Out of the smother of the smoke another signal rang out from the big cruiser, and the little devil immediately replied by landing a crew of marines. I suppose they immediately rushed the fort, for no land guns had replied to the bombardment, and the Revolutionary flag was already flying over it.

"The extraordinary thing to all of us on board was the fact that not a single shot came from the fort or the palace; and thus the insurgents had it all their own way. We had begun to coal at Lisbon before the fog began, but we had not taken a third of our cargo on board when we thought it wise to steer off and leave the Revolutionists to it."

LADY PASSENGER'S EXPERIENCE.
Miss Meakin, of Barreiro, a suburb of Lisbon, who told me that she was the only English-speaking passenger to go aboard the *Cap Blanco* when the vessel called at Lisbon, said that the echoes of the revolution soon reached Barreiro, and at the last moment she had to put out in a small sailing boat from Barreiro in order to reach the ship, as it was impossible to get into Lisbon. "We could hear the firing in the streets and the screams, and we were dreadfully afraid that we should not reach the steamer in safety. As we went across we could hear the firing in the town." But at this time the bay was quite quiet. The two cruisers were on the other side of the bay between the shore and the *Cap Blanco*. We were told that one ship, the *Manoel*, had revolted, and had thrown the captain overboard; and as our little boat sailed down the bay we expected that we might fall into danger, but they let us alone, and my companions in the boat were thankful when they saw me climb up safely into the *Cap Blanco*, which was anchored opposite the royal palace. Then we saw the soldiers firing in the streets and the cavalry charging the people. My friends were very concerned for my safety, but we slipped out of the way of all harm. I am very thankful to be out of it all."

FIRST TO RECEIVE THE NEW FLAG.
The general doctor of the *Cap Blanco* told me that he was the first man on the *Cap Blanco* to get the new flag of the revolution. "As soon as we were anchored," he said, "the port doctor came aboard, and when I met him on the gangway he said, 'There's a revolution going on, and people are being killed in the streets, and the greater part of the army are against the King.'"

"The news took all by surprise, and our passengers who ought to have gone ashore decided to remain. We heard the firing in the street, and now and again we could see the cavalry charges through our glasses, but the boat is needed from the quay, and so we did not see the people being shot down."

REPUBLICAN FLAG HOISTED.
"We found the red and green flag of the new Republic run up on two of the warships in the harbour, and they dipped the flag three times to us, but the *Cap Blanco* made no reply. The day seemed fairly quiet till the warships began to bombard the town, and through our field glasses we saw holes being knocked in the royal palace. The land fort made no reply to the warships' fire. If they had done, the *Cap Blanco* might have been hit, as the warships steamed up and down between us and the shore. The warships used their small guns, and there seemed an absence of regular discipline on board."

The bombardment, the doctor said, lasted for two and a half hours, and the *Cap Blanco* then steamed out.
The *Cap Blanco* which is a ship of about 9,000 tons, left at ten to-night for Barcelona and Hamburg with a full complement of passengers on board. "It was the *Cap Blanco* which sent off the first wireless message—discussing the matter world-wide. The message, which was transmitted from Marcellus, was picked up by the *Yokohama* and by the *Yokohama* and sent on to London."

Intimations.

YOU WILL NOT be deceived. That there are cheats and frauds in plenty everybody knows, but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOL'S PREPARATION is a safe and genuine article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable and honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tonic, Poor Digestion, Wasting Diseases, Lung Trouble and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dailie, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

ST. ANDREW'S BALL.

SUBSCRIBERS AND GUESTS are reminded that Real Princes will be held in the CITY HALL from 5 to 7 P.M. on the following days:

TUESDAY, November 15th.

" 16th.

" 17th.

" 18th.

" 19th.

" 20th.

" 21st.

" 22nd.

" 23rd.

" 24th.

" 25th.

" 26th.

" 27th.

" 28th.

" 29th.

" 30th.

" 1st Dec.

" 2nd Dec.

" 3rd Dec.

" 4th Dec.

" 5th Dec.

" 6th Dec.

" 7th Dec.

" 8th Dec.

" 9th Dec.

" 10th Dec.

" 11th Dec.

" 12th Dec.

" 13th Dec.

" 14th Dec.

" 15th Dec.

" 16th Dec.

" 17th Dec.

" 18th Dec.

" 19th Dec.

" 20th Dec.

" 21st Dec.

" 22nd Dec.

" 23rd Dec.

" 24th Dec.

" 25th Dec.

" 26th Dec.

" 27th Dec.

" 28th Dec.

" 29th Dec.

" 30th Dec.

" 31st Dec.

" 1st Jan.

" 2nd Jan.

" 3rd Jan.

" 4th Jan.

" 5th Jan.

" 6th Jan.

" 7th Jan.

" 8th Jan.

" 9th Jan.

" 10th Jan.

" 11th Jan.

" 12th Jan.

" 13th Jan.

" 14th Jan.

" 15th Jan.

" 16th Jan.

" 17th Jan.

" 18th Jan.

" 19th Jan.

" 20th Jan.

" 21st Jan.

" 22nd Jan.

" 23rd Jan.

" 24th Jan.

" 25th Jan.

" 26th Jan.

" 27th Jan.

" 28th Jan.

HONGKONG AVERAGE MARKET PRIORS.

Corrected 1st Nov., 1910, 100 lbs. per 3 Mts.

BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa B 80

" Corned—Ham Ngau Yeh 80

" Roast—Shu 80

" Roast—Ngau Lam 80

" Soup—Tong Yeh 80

" Steak—Ngau Yeh Pa 80

" Sirloin—Ngau Lam 80

" Sausages—Ngau Yeh Ching 80

Salmon—Prime cut—Mei Lung Pa B 80

" Tongue—Prime cut—Mei Lung Pa B 80

" Corned—Ham Ngau Li 80

" Head—Ngau Tan 80

" Head—Ngau Sun 80

" Hump—Salt—Ngau Kiu 80

" Feet—Ngau Kook 80

" Kidneys—Ngau Yeh 80

" Tail—Ngau Mei 80

" Liver—Ngau Gon 80

" Tripe—(dressed)—Ngau To 80

Salmon Head and Feet—Ngau Chai 80

" Tail—Ngau Chai 80

Mutton Chop—Young Fat Kwei 80

" Leg—Young Fat 80

" Shoulder—Young Fat 80

Pigs' Chills—Chai cheng 80

" Brains—Chai Kook 80

" Feet—Chai Kook 80

" Fry—Chai Kook 80

" Head—Chai Kook 80

" Heart—Chai Kook 80

" Kidneys—Chai Kook 80

" Liver—Chai Kook 80

Port, Chop—Chai Kook 80

" Corned—Ham Ngau Yeh 80

" Leg—Chai Kook 80

" Fat of Lamb—Chai Kook 80

Sheep's Head and Feet—Young Tan 80

" Kook 80

" Heart—Young Sun 80

" Kidneys—Young Sun 80

" Liver—Young Sun 80

Sucking Pigs, To Order—Chai Chai 80

Suet Beef—Sung Ngau Yeh 80

" Mutton—Sung Ngau Yeh 80

Veal—Ngau Chai Yeh 80

" Sausages—Ngau Chai Yeh Tong 80

POULTRY.

Chicken—Kai Chai 80

" Gospen, Large, Small—Siu Kai 80

" Ducks—Sung Ngau Yeh 80

HONGKONG AVERAGE MARKET PRIORS.

Corrected 1st Nov., 1910, 100 lbs. per 3 Mts.

BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa B 80

" Corned—Ham Ngau Yeh 80

" Roast—Shu 80

" Roast—Ngau Lam 80

" Soup—Tong Yeh 80

" Steak—Ngau Yeh Pa 80

" Sirloin—Ngau Lam 80

" Sausages—Ngau Yeh Ching 80

Salmon—Prime cut—Mei Lung Pa B 80

" Tongue—Prime cut—Mei Lung Pa B 80

" Corned—Ham Ngau Li 80

" Head—Ngau Tan 80

" Head—Ngau Sun 80

" Hump—Salt—Ngau Kiu 80

" Feet—Ngau Kook 80

" Kidneys—Ngau Yeh 80

" Tail—Ngau Mei 80

" Liver—Ngau Gon 80

" Tripe—(dressed)—Ngau To 80

Salmon Head and Feet—Ngau Chai 80

" Tail—Ngau Chai 80

Mutton Chop—Young Fat Kwei 80

" Leg—Young Fat 80

" Shoulder—Young Fat 80

Pigs' Chills—Chai cheng 80

" Brains—Chai Kook 80

CHINA'S PARLIAMENT.

The N. C. D. News of 5th inst. states:—No more striking proof of the influence already acquired in the few weeks of its existence by the National Assembly could be given than the fact which we publish to-day announcing the early grant of a Parliament. The Assembly was opened on October 3. From the first sitting the deliberations, practically without exception, have been characterized by matured dignity and a calm assumption of power. The members have been impressed with a sense of their own responsibility, and the only criticism that the Government has been able to bring against them is that they have displayed a somewhat reluctant persistency in seeking to impress the same sense of responsibility upon the members of the Ministries who had to deal with them. It is not contended that the debates have revealed any remarkable talents of debate or statesmanship among the representatives of the people. The outstanding feature has been the dispatch with which the business of the day has been disposed of, and in this respect the absence of any desire to indulge in long-winded oratory has been of considerable assistance to the Assembly. As far as the public reports have enlightened us, there has been hardly any departure from the standard of decorum that would befit a court of law, until the passage of the memorable resolution calling upon the Throne to make an early grant of a Parliament. On that occasion the Vice-President's intention to submit the motion to a vote of the House was overruled by a number of members who rose and pointed out that there could be no need for a division, if the motion was clearly unopposed. They galloped their point; slowly the whole House, first the elected representatives and then the nominated peers, stood in their places and the memorial to the Throne was carried by acclamation.

Thus within three weeks of the opening of the National Assembly, the demand for an earlier grant of Parliament than had been contemplated in the original scheme of constitutional development was preferred to the Throne and an Edict conforming with its wishes appears a few days after the formal memorial has been presented. If we may judge the whole document by the summary that reaches us, it would seem as if some of the businesslike dispatch of the National Assembly had for once inspired the Vermilion Palace. In view of the necessity of explaining away the sudden surrender of the Throne to a popular demand which had already been twice rejected, the Edict displays a pleasing directness of speech, and the reasons adduced may be said to sum up the situation frankly and fully. The Prince Regent, as has been generally recognized, has not been altogether a free agent in determining the course of constitutional development. Loyalty as well as religious scruples would impel him to adhere to the plan laid down by the late Emperor Dowager; while any deviation from the original programme could not fail to bring down upon his head the displeasure of one or other of the Palace clique, unless he were fortunate enough to win their consent beforehand. The surprising strength of character and unanimity of purpose shown by the National Assembly, supported at a critical juncture by the revolution in Portugal, have taken away the ground from under the forces of reaction; and the Prince Regent has little difficulty in making out a good case. While the numerous petitions for the early grant of a Parliament were being presented to the Throne, the dictates of prudence required him to hesitate. But in the meantime conditions were altering and the situation was becoming critical. The Regent, we are informed, had recognized the need for a Constitution before the last memorial was presented, but it was necessary to await "the people's final verdict." Now that the "question of the enlightenment of the people" has been "decided," it is possible to accede to the popular wish. A bi-cameral system of Parliament is to be established in three years, but in the meantime the official system will be changed and a Cabinet will be organized. The scheme of constitutional development has thus been shortened by three years. A few anti-constitutionalists may have desired a speedier grant, but this compromise, we believe, will commend itself to the wiser heads of the party of progress and reform.

It will be noticed that the Edict, as far as the telegraphic summary is concerned, speaks only of the Emperor K'ang Hsi in connexion with the grant of a constitution. If the name of the late Empress Dowager has been omitted intentionally, we may, perhaps, draw the inference that for the moment Count Intergal has been silenced in the face of a danger that possibly threatens all empires alike. A repetition of the history of the past two years must inevitably bring the Manchu dynasty appreciably nearer to the fate of its predecessors. It has been helped hitherto by the absence of able leaders among the people, and by the fact that the one man who intellectually might have been qualified for the post was devoid of personal ambition. One of the first results of the National Assembly will be to provide scope for the exercise of the powers of China's potential leaders. In order to remain master of the situation and to keep within its own control the course of constitutional development, the Government must be able to produce from its own ranks leaders superior to those of the popular parties. Up to the present no member of the Administration can lay claim to unrivalled distinction, and the result is that the National Assembly virtually rules the Government. Whether this state of affairs is for the ultimate good of China the future alone can decide. At present we know that the Government has been exposed to an appreciation of the danger of its position. In its anxiety it has brought to the fore forces that it can no longer keep in check, although it may still be possible to restrict their development along constitutional lines.

Mr. W. H. M. A. a young Dutch aviator, recently arrived at Hong Kong, has been a member of the National Assembly.

THE CHINESE LOANS.

The *Kanlon Times* in a leading article on the above subject makes the following remarks:—The placing of two Chinese loans of considerable size in the United States marks another step in the new relations between the two countries, which, as far as they may be limited to the countries directly concerned, in these matters, are very satisfactory. But advancing money to China at this time is very far from being an ordinary banking transaction, safeguarded by the considerations which ordinarily enter such deals, and it is hard to refrain from wondering what hostages to the future we as a people are giving. Any large enterprise in China at this time has a very hard time avoiding the international politics of the time, and the dollar of to-day may be the diplomatic issue of to-morrow. Jealous eyes look on at all this enterprise and jealous heads are ready to thwart it. And when one turns from a perplexing foreign outlook to seek for assurances in domestic conditions he finds only further discouragement. He finds what an American has recently described to the writer, a race but not a nation. He finds a government that is practically bankrupt. He finds contentions among the people that make for disorder and anarchy, rather than for organization, improvement and cohesive strength.

As the powers are now aligned an outside power must claim for itself such justice and fair dealing as it could have and as China is now domestically constituted an outside power must seek for itself, to the limits that the combination of powers will permit, such justice and fair dealing as it would have. In other words, neither the foreign nor the domestic situation is at this time dependable and the United States must for itself be the protector and protector of these transactions. Now the United States is quite capable of taking care of the interests of its people under all ordinary conditions and will at all times reach out for the protection of those interests, but there is a limit to which it should confine itself in all this complication in the foreign and domestic affairs of China? The new railway in North China illustrates the idea which the writer seeks to express.

This railway undoubtedly possesses a considerable commercial value but it is something else. It is the barrier by which the Chinese seek to check Japanese aggression and further encroachment upon Chinese territory. Here one finds their chief motive for encouragement and here one finds the Japanese view of it. It cannot help becoming involved with the very serious question of Japanese tenure in North China and that brings us directly to an important decision. Japan is not going to get out of Manchuria and the Liaotung country when the Russian leaves by which it holds run out and China is not going to be able to expel it. Is the United States going to take on the job? We think not. No one will counsel that we turn tail and withdraw from China but a great many persons who know the situation and the facts will argue that we proceed with due caution. On the subject, one can hardly avoid recalling that there are other places where American millions may be placed in safety, without complication or the threat of war. The Philippines, for instance. Fifty millions invested here would in a very few years redeem our promise to make the Filipinos people prosperous.

CHINESE JURISTS IN LONDON.

There will be many who will agree with the following remarks by "Ex Oriente" conveyed in a letter to *The Times*, says the *London and China Express*. In justice to those papers, including ourselves, who spoke of the "Attorney-General," we would point out that it was he who gave himself the title, and not before the luncheon at which the Chinese Government's representatives at the International Prison Congress were entertained by the London Court of Arbitration. Ex Oriente states:—

To prevent misconception of the position of legal and judicial matters in China, a misconception which might otherwise be created by the proceedings and speeches on this occasion, may I be permitted to observe that China possesses neither civil nor criminal procedure of law, nor prisons, nor any judiciary in our sense of these words, and that in this sense there is no such thing as a Chinese judge, so that the title "Attorney-General of Peking" is a simple absurdity? It is advisable to draw attention to this fact, because when a gentleman of Sir Edward Clarke's eminence speaks publicly of the "Attorney-General of Peking" being selected by the judges, he is unconsciously lending the weight of his authority to the dissemination of dangerous errors and to misconception of the situation actually existing in China. All these titles, implying the adoption of Western and civilized methods of procedure, these missions of Chinese officials to report on European institutions, are primarily concerned with one of two objects—namely, the provision of new opportunities for the bureaucracy, and the creation abroad of that benevolent sympathy which shall secure for China in the near future the abolition of the European's extra-territorial rights. Eight years ago Sir James Mackay's Treaty with China recorded the first intimation of his aspirations in this direction in the provisions of Article XII.

China having expressed a strong desire to reform her judicial system and to bring it into accord with that of Western nations, Great Britain agrees to give every assistance to such reform; and she will also be prepared to relinquish her extra-territorial rights when she is satisfied that the state of the Chinese laws, the arrangements for their administration, and other conditions warrant her in so doing. Since then China has had many advisers and much (more or less disinterested) advice; there have been Edicts and memorials without number, paper reforms without end, and ever-increasing appointments of officials to study and report on new statutes, new regulations, like *Jukin*, the currency and the mining regulations, just where it was that to be judged by European standards, somewhere above the 14th century. The result of the speeches delivered at the Court of Arbitration, however, might lead the uninitiated to a different conclusion.

CHINESE RAILWAYS.

LIST OF THE PROJECTED LINES.

With reference to the progress of railway construction in China, the following information is from the report by H. M. Commercial Attaché at Peking (Mr. W. P. Ker) on the foreign trade of China in 1909:—

The following is a list of projected railways, for the most part limited to those lines which have appeared in official programmes.

Kirin—Changchun (Kaochen) Railway (Changchun) Railway—This line will be 240 miles long, and is to be undertaken on the completion of the Kirin-Changchun line.

Chinchow—Aigun Railway—The length of the line will be 750 miles.

Kalgan—Suifu (Chang Su) Railway—Preliminary surveys have begun on this line which will be 180 miles in length. An extension is intended later to Uiga and Kichia.

Chengde—Tientsin Railway (110 miles). This line will connect the Peking—Hankow and Tientsin—Peking railways.

Chefoo—Weihaiwei Railway (170 miles)—This line will connect Chefoo with the Shantung Railway. Progress is delayed for the want of funds.

Tatung—Tuchow (Tung-Pu) Railway (430 miles).—This railway will connect the north and centre of Shansi province with the Shensi Railway at Tuchow.

Tongwan—Hobanfu (Hsi Tung) Railway (73 miles).

Shanxi—Lanchow Railway (80 miles).

Lanchow—Hsi Railway (1,150 miles).—No definite arrangements have been made.

Kalgan—Sukow Railway (275 miles).—This line was surveyed in 1909.

Sukow—Tungling Railway (Ching Hsu) Railway (100 miles).—The construction of this line has been begun from Tungling; it is intended to be completed in 1911.

Tungling—Hanchow (Chin-Hai) Railway (70 miles). This last section is intended to provide an outlet to the sea for the great trunk line from west to east, which will be formed by the execution of projects above noted, in addition to the existing line from Hanchow to Kalgan.

Tungling—Kwachu (on the Yargis opposite Chinkiang Railway) more than 100 miles.

Singchow—Fengyang or Pakow Railway (170 miles).

Chinchow or Swatow via Weichow to Shantung or Shantung Railway (200 miles).—These are alternative projects for connecting Swatow with the Canton district and the Canton—Kowloon Railway.

Macao—Fatsan Railway (on the Canton—Samshu line) (75 miles).—A concession for the line was granted to a Portuguese syndicate in 1907.

Kwailin—Chunachow (Kwangsi) Railway (80 miles).

Langson—Lungchow Railway (465 miles).—This is the proposed French extension, metre gauge, of the Hanoi—Langson line. It is proposed to continue this line to Nanning (150 miles).

Yunnan—Szechuan Railway (450 miles). To Suifu or Luchow. Two American engineers were engaged by the Viceroy of Yunnan to survey this line in 1909.

Bhamo—Tennyueh (Cien-Mien) Railway (25 miles).—Preliminary surveys have been completed; the line will be of ft. 6in. or meter gauge.

The above list of projects is not exhaustive but even of the projects mentioned many are likely to be delayed for want of funds.

The chief obstacle to railway development in China is the antagonism between the Central Government and the inhabitants of the provinces. The former desires to get all the railways under the supreme control of the Board of Communications, and recognises the necessity for foreign loans; the latter are jealous of Government interference and insist with varying degrees of force or success on providing their own capital and their own engineers.

SOME INTERESTING COMMENTS.

Mr. Ker, after giving particulars of the above schemes, proceeds to state that the construction of railways in China is bound to proceed in spite of all obstacles, the chief of which is the antagonism between the Central Government and the inhabitants of the provinces, and that ample opportunities for British enterprise will be afforded for many years. Competition for the supply of material is keen, and the only firms who meet with much success are those who are represented in the country. Even those tenderers are invited in time to enable firms in Great Britain to compete the result is often a foregone conclusion, owing to the fact that as a rule, Chinese railway men are not qualified to prepare specifications of locomotives, etc., and are largely dependent on the assistance of the manufacturers' agents. The number of Chinese who are capable of constructing railways is strictly limited, and at present it is useless to expect a high standard of efficiency from the natives in regard to railway specifications and decisions on tenders. As an indication of the conservatism of the Chinese, and the suspicion with which they regard other races, the British Consul at Swatow quotes from the prospectus of a railway company who are to construct a railway from Swatow to Ching Hai and whose attitude is illustrative of that of many other companies:—"No foreigner is to be allowed to be a shareholder of the company. If a foreigner buys a share in the name of a Chinese, or if a Chinese sells his share to a foreigner, he will forfeit all his privileges as a shareholder, and his certificate will be treated as null and void."

The *Imperial Daily News* is authority for the statement that the German Ministry of War, acting on the suggestion of a certain military officer, will issue a new law in 1911 prohibiting the use of cotton in the army and ordering the substitution of China silk. German merchants will therefore shortly establish companies in Hankow and other places to import cotton from the United States.

Agents Ewert & Co.

HAYTOR—500 lbs. Total four months 174 lbs.

Agents Gann & Co.

TRAFALGAR—318 lbs. Coconuts 22,800 suit.

RUBBER GROWERS—3,997 lbs; Total, to date 31,151 lbs; against 14,763 lbs.

Agents Guthrie & Co.

LABU—50,103 lbs; against 20,577 lbs; Total ten months 165,169 against 63,074 lbs.

Agents Guthrie & Co.

MANDAI-TONG—720 lbs; Total three months 1,174.

Agents Gann & Co.

BUKIT INTANG—4,750 lbs; Against 1,300 lbs.

Agents Guthrie & Co.

LINGOI—32,000; Against 48,000 lbs; Total ten months 660,000 lbs; Against 412,000 lbs.

SUNSHI KIAN—1,350 lbs.

Agents Guthrie & Co.

A FATHERLY equal is recorded to the recent death of M. Pollot, the young French aviator, who was killed near Chartres. His sweetheart, a young dancer, went to the cemetery where he was buried and shot herself on his grave.

A TELEPHONE girl in Berlin is bringing an action against a subscriber for using insulting language to her because, says the "Express," in remonstrating with her for connecting him with a wrong number, he addressed her as "my dear child."

THE Secretary of the United Kingdom branch of the Association of Medical Women in India writes to *The Times* urging Lady Hirding to change the name and scope of the Dufferin Fund and to found a women's medical service for India, thereby opening a definite career and securing a position for qualified medical women of all nationalities.

Events Coming.

Thursday, 10th November.

Hongkong, 10th November, 1910.

Friday, 11th November.

Goa, 11th November, 1910.

Goa, 11th November, 1910.

Goa, 11th November, 1910.

Goa, 11th November, 1910.

Goa, 11th November, 1910.

To-day's Advertisements.

NOTICE.

IT is hereby notified that, on and after MONDAY, the 14th instant, the SUPPLY of WATER to the Rider-Male Districts will be controlled by bringing the Rider-Male into operation; and that the WATER will be TURNED ON to each Rider-Male daily for two consecutive hours. Information as to the hours of supply for any particular property may be obtained on application at the Office of the Water Authority or Registrar General or at the Tung Wah Hospital.

W. CHATHAM, Water Authority.

Public Works Department, Hongkong, 10th November, 1910. [705]

FOR SHANGHAI.

THE P. & O. S. N. Co's Steamer

"DELTA"

Captain P. W. P. Snow, will leave for SHANGHAI TO-MORROW, the 11th inst., at 6 P.M.

For Freight or Passage, apply to

K. A. HEWITT, Superintendent.

Whampoa, 10th November, 1910. [706]

COMMERCIAL.

10th November, 1910.

The following quotations for rubber shares by wire, are supplied by Messrs. R. S. Kadoorie & Co.:

Allagans.....4/9

Anglo-Javas.....Tia. 7/

Anglo-Malays.....24/6

Balgownie.....5/1

Batu Tigas.....92/6

Bertams.....7/1

Bukit Kajang (pp.).....46/

Caray United.....18/ prem.

Castlefields.....120/

Chungkat Serrangs.....58/

Cheras (part paid).....\$5 prem.

Damansara.....\$18

Damansara.....153/

Eastam International.....14/ prem.

Glenagly.....\$1.73

Highlands and Lowlands.....18/

Indragiri.....\$14/

Kanangas.....5/6 prem.

Kuala Lumpur.....167/6

Lanarons (fully paid).....

Lanarons (ppd.).....

Ledbury.....67/6

Linggi.....6/6

London Asiatics.....13/3

London Ventures.....5/9

Merrillans.....6/1

Pajamas.....\$12/

Pegohs.....\$33

Rubber Trusts.....20/ prem.

Saggs.....20/

Sandycrofts.....\$25/

Sapongs.....\$4/

Seafields.....\$30/

Shelfords.....23/6

Singapore & Johore.....\$12/

Sumatra Pans.....10/

Sungai Chohs.....92/6

Sungai Kapar.....14/

Tangkahs.....33/9

Tongmalls.....106/6

United Serangs.....\$12/

United Singarons.....8/6

United Sumatras.....20/

United Langkats.....30/

Duffs.....13/6

Trochus.....31/0

Para Rubber.....61/ per lb.

OCTOBER RUBBER RETURNS.

Agents Ewert & Co.

HAYTOR—500 lbs. Total four months 174 lbs.

Agents Gann & Co.

TRAFALGAR—318 lbs. Coconuts 22,800 suit.

RUBBER GROWERS—3,997 lbs; Total, to date 31,151 lbs; against 14,763 lbs.

Agents Guthrie & Co.

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Agents Guthrie & Co.

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Agents Guthrie & Co.

LINGOI—32,000; Against 48,000 lbs; Total ten months 660,000 lbs; Against 412,000 lbs.

SUNSHI KIAN—1,350 lbs.

To-day's Advertisements.

ORIENTAL HOTEL.

By kind permission of Col. Pitt and Officers, the Band of the 14th Rajput under Bandmaster COKE will play at the Hotel during and after Dinner on SATURDAY, 12th inst.

PROGRAMME.

Waltz—"Vision D'Amour" W. Winterbottom

Selection—"Dollar Princess" Leo. Fall

Song—"Honey Suckle & the Bee" W. H. Penn

Selection—"Faust" Gounod

Piccolo Solo—"Picaroon" T. Green

Waltz—"Merry Widow" Franz Lehár

Selection—"Reminiscences of All Nations" Godfrey

Negro Comic Song—"Zek-zek" T. W. Turban

MENU.

HORS D'OEUVRES A LA RUSSE.

FOUR.

Clear Turtle Royal.

FISH.

Sole Menniere.

ENTREE.

Terrine of Chicken Caennonne.

Pate de Foie Gras en Belle Vue.

REMOVES.

Lamb and Mint Sauce.

Spring Vegetables.

ROAST.

Quail and Salad Italienne.

Asparagus and Mayonnaise Sauce.

SWEETS.

Pears a la Gonde.

Pyramid of Ice Cream.

Fruit Dessert.

Coffee.

Hongkong, 10th November, 1910. [708]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APOAR,"

having arrived from the above ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 11th inst. will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Okhotsk and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA TO VANCOUVER. 11 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., &c. (Subject to alterations).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTAGLE" WEDNESDAY, JAN. 15TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"ALLAN LINE" FRIDAY, APRIL 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	

"Empress" Steamers will depart from Hongkong at 7 a.m. 11 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$45.

Via New York \$45.

For further information, Maps, Guide Books and Freight, apply to—

J. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"LOONGSANG"	SATURDAY, 11th Nov., Noon.
TIENTSIN	"CHIPSING"	TUESDAY, 15th Nov., Noon.
SHANGHAI	"KWOVSANG"	TUESDAY, 15th Nov., 4 P.M.
SANDAKAN	"MAUSANG"	FRIDAY, 18th Nov., Noon.
MANILA	"YUHSANG"	SATURDAY, 19th Nov., Noon.
SHANGHAI, KOBE & MOJI	"NANSANG"	MONDAY, 21st Nov., Noon.
SINGAPORE, PENANG & OALOUTTA	"FOKSANG"	WEDNESDAY, 23rd Nov., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Katsang*, *Nansang* and *Foksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chafco, Tientsin & Newchwang.

† Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dato, Simpura, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215, Hongkong, 10th November, 1910.

General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	"OCHU"	12th Nov., 10 A.M.
ILOILO & CEBU	"BUNGKANG"	12th Nov., 4 P.M.
SHANGHAI	"LIFAN"	12th Nov., Midnight.
CHONGKING	"KUEIKOW"	15th Nov., 4 P.M.
MANILA	"TAKING"	15th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tahitian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chuen, Linan, Chienan) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

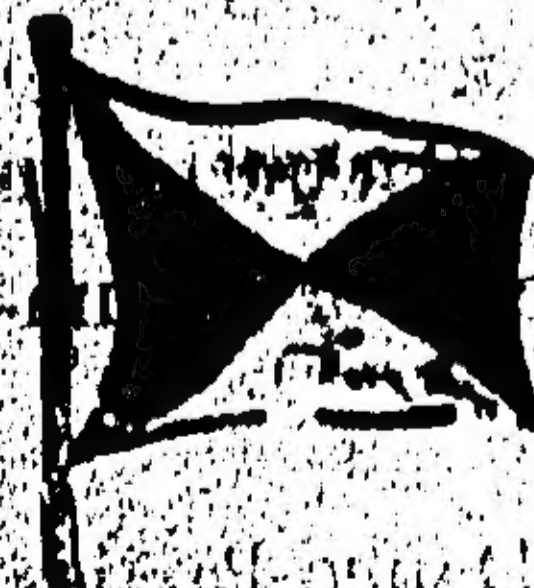
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 14, Hongkong, 10th November, 1910.

HONGKONG
PHILIPPINES.PHILIPPINE STEAMSHIP
COMPANY.

Steamship	Tons	Captain	For	Sailing Date
LAURO	1,500	E. Rice	MANILA	WEDNESDAY, 16th Nov., at 4 P.M.
ROSEL	1,500	S. Grey	CEBU & ILOILO	WEDNESDAY, 16th Nov., at 4 P.M.
			ILOILO & CEBU	

For further information, apply to SHEWAN TOMES & CO.

Manila, 13 November, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA V. MOJI, KOBE AND YOKO- HAMA	"TACOMA MARU"	6,178	WEDNESDAY, 30th Nov., at Noon.
VICTORIA and TACOMA V. MOJI, KOBE AND YOKO- HAMA	"PANAMA MARU"	6,450	WEDNESDAY, 14th Dec., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcel. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA
SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 13th Nov., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJON MARU"	THURSDAY, 17th Nov., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishiki Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class. \$75.00 2nd Class. \$55.00 3rd Class. \$37.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th November, 1910. S. HIROI, Manager.

NIPPON YUSEN KAISHA



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAMO MARU, Capt. F. L. Sommer, Tons 9000 AKI MARU, Capt. K. Homma, Tons 7000 MISHIMA MARU, Capt. A. E. Moses, Tons 9100	WEDNESDAY, 23rd Nov., at Daylight. WEDNESDAY, 7th Nov., at Daylight. WEDNESDAY, 21st Dec., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 3rd Dec. From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU, Capt. S. Ishi-awa, Tons 7000 INABA MARU, Capt. K. Kawata, Tons 7000	TUESDAY, 6th Nov., at Noon. TUESDAY, 3rd Jan., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Wackler, Tons 6300 YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 25th Nov., Noon. THURSDAY, 21st Dec., at Noon.
BOMBAY via SINGAPORE & COLOMBO	BINGO MARU, Capt. S. J. G. Parsons, Tons 7000	TUESDAY, 15th November, P.M.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	TUESDAY, 23rd Nov., at Noon.
KOBE and YOKOHAMA	MISHIMA MARU, Capt. A. E. Moses, Tons 9000 KAGA MARU, Capt. M. Hagino, Tons 7000	FRIDAY, 11th Nov., at Daylight. THURSDAY, 24th Nov., at 5 P.M.
SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocher, Tons 7000	WEDNESDAY, 23rd November.

† Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
MITSUKI MARU	9,000	15th Feb.	To London, per New Steamer
KITANO	9,000	1st March	1st class Single...Y550
HIRANO	9,000	15th "	Return...825
TAKANO	9,000	29th "	2nd class Single...350
KAMO	9,000	12th April	Return...540
AKI	9,000	26th "	OLD Sir. 1st class Single...502
MISHIMA	9,000	10th May	Return...750
		24th "	2nd class Single...310
			Return...495
Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	28th Feb.	To Pacific Coast Common Points
INABA	7,000	28th March	1st class Single...Y50
TAKAWA	7,000	25th April	Return...520
AWA	7,000	23rd May	To London via New York
			1st class Single...Y50
			Return...520

With option of rail between calling ports in Japan. Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki, 1 day to Kobe, 2 days to Yokohama, 3 days to Osaka.

The Nippon Yusen Kaisha is a Freight, Passage, Mail, etc., apply to T. KUDOHARA.

Hongkong, 10th November, 1910.

Shipping—Steamers.

"INVER" LINE OF STEAMSHIPS,
LIMITED.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship

"INVERESK."

Captain A. U. Smith, will be despatched as above on or about 11th November.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 24th October, 1910. (69)

FOR SINGAPORE, PENANG AND OALOUTTA.

(Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship

"ARRATON APOAR."

Capt. W. D. A. Thomas, will be despatched for the above Ports on FRIDAY, the 11th November, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 7th November, 1910. (69)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on SATURDAY, the 12th November, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th October, 1910. (69)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to a

Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, VANCOUVER AND SEATTLE

via

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Onward

Ayres 4,363 J. Boyd 10th Nov.

Hallamshire 4,410 G. E. Elliot 15th Dec.

Bowrie 6,333 F. S. Cowley 17th Jan.

Kenneth 6,333 G. B. McGill 9th Feb.

Calling at Amoy and Keelung if sufficient inducement offered.

These steamers are especially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED General Agents.

Queen's Buildings, Hongkong, 9th November, 1910. (1)

HONGKONG-BOSTON-NEW YORK.

FOR BOSTON AND NEW YORK VIA PORTS AND SUZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "INDRAPURA" On or about 26th Nov., 1910.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 1st November, 1910. (60)

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 10th November, 1910.

FOR BOSTON AND NEW YORK VIA PORTS AND SUZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "INDRAPURA" On or about 26th Nov., 1910.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 1st November, 1910. (60)

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S.S. "INDRAPURA" On or about 26th Nov., 1910.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 1st November, 1910. (60)

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for MALAYA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA."

Captain S. Barcham, carrying 511 Malaya Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 12th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Macdonald*, to 10,000 tons, from Colombo, Passengers' accommodation, in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo (for France and Tea for London (under arrangement)) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M

